

best localities for public buildings your columns are peculiarly suitable, and your remarks on such matters are received and read with attention, as emanating from one whose peculiar study it is. May I therefore express a hope that you will call attention to this subject in the next number of *THE BUILDER*, and perhaps it may induce the inhabitants of Fulham to consider their recent position with reference to this matter.—I remain, Sir, &c.,
Fulham, Nov. 15. OBSERVER.

•• We regard this suggestion, which proceeds from one of the most influential inhabitants of Fulham, with much interest, and trust it will be responded to by those who are interested. We shall take an early opportunity to address ourselves to the subject.

RAILWAY JOTTINGS.

SIR ROBERT PEEL raised the first sod of the Trent Valley Railway on the 13th inst. The spot selected was a piece of ground called Caunt's Close, about half a mile from Tamworth. A wheelbarrow and spade were prepared for the occasion, which are worthy of description. The former was made of the finest mahogany curiously carved and polished. The body was 15 inches long, 18 inches wide, and 8 inches deep. On each side were displayed the arms of the Right Hon. Baronet. It had looped handles, and was designed by Mr. Holmes, architect of Liverpool. The spade was made of electro silver plate by Messrs. Elkington and Co., of Birmingham. Its form was that of an heraldic shield. The shaft or tree was of old English oak, the upper part dividing into two branches forming the handle, was carved with oak leaves, acorns, &c., and highly polished.—On the 6th inst. Lord Massarene raised the first sod of the Belfast and Ballymena line, at Whitehouse, near Belfast.—The British Museum, through its principal librarian, Sir Henry Ellis, has solicited the various projected railways to send a copy of their prospectus, engraved plans, &c., in order that a collection may be formed and deposited in the library.—Operations have been commenced by the contractors of the Manchester and Leeds railway for the extension of the Oldham Branch Railway to Greenacres Moor. The line is to be railed off forthwith, and the borings for the first tunnel have been commenced in the Lee plantations.—Mr. Peto has begun the works on the Lowestoft and Reedham line, for which an Act was passed in the last session.—The works on the Brighton and Hastings are rapidly hastening towards completion; an early day is mentioned as likely to witness the opening of this line.—The Brighton and Chichester will be opened in a few days as far as Worthing.—The Tevella viaduct is far advanced, and the rails are laid down to within half a mile of Chichester.—The new iron bridge, erected from a design of Mr. Bidder, below Carrow, near Yarmouth, was swung across the river with the greatest ease for the first time on the 7th inst. The weight is nearly 130 tons. It is expected that the trains will pass over it in a fortnight. It is in contemplation to make a basin close to the bridge for the landing of goods.—We learn from the *Leeds Mercury*, that the construction of the Leeds and Thirsk line, which will open a communication from the town of Leeds to the northern part of the county of York, and finally to Hartlepool, Stockton, and Middlesbrough, has now fairly commenced. The works were begun on Monday, the 20th of October.—The number of railway locomotives ordered of the different engineers in Prussia is 237, of which number 78 have been ordered from Messrs. Roeig, Brothers, and Co., whose workshops are near Liegnitz. From 900 to 1,000 men are continually employed on these machines. In Prussia, the price of a steam-engine, with its tender, is now about 13,000 thalers.—A trial of the Rev. Mr. Maherley's railway break took place last week in Lincoln's-Inn Fields, and caused considerable attraction. It was attached to a common tilbury, and consisted merely of a lever working in a joint on the axle-tree just inside the wheel; at the end of this lever is a hook about 2 inches in breadth, which fits closely on to the tire of the wheel, and the lever is of such length that, on falling, it grips the circumference about 6 inches above a level with the centre of the

nave, instantaneously checking the speed, or of arresting the velocity when descending hills. This lever has a chain attached, which allows it to descend only to a certain distance on the wheel, and when not used, is turned over towards the back of the vehicle, where it is completely out of the way.—An engine-driver on the York and Scarborough railway was fined last week 10*l.* for neglect of duty, and in default of payment was committed to North-Clifton House of Correction for two months.

NEW CHURCH AT LEEDS.

LAST week, we alluded briefly to the new church at Leeds, consecrated on the 4th inst., which has excited much comment, and has long been an object of interest to many persons. We avail ourselves of an account of it in the *Leeds Intelligencer* for the following particulars. It is called St. Saviour's: the foundation was laid on the 14th of September, 1842. The style is decorated; plan cruciform. The chancel is 42 feet long by 16 wide. The nave is 60 feet in length, by 20 feet in width. In the centre are four piers, from which will spring when the church is completed, a central tower surmounted by a spire, rising to the height of 280 feet. The transepts are short, in order to bring the whole of the congregation as much as possible within compass of the voice of the reader. These are a lofty porch on the north side, which contains the font. Besides this entrance, there is a western door, and a door to each of the transepts, and the small priest's door, giving access to the chancel. The chancel is separated from the rest of the church by a carved oak screen of elaborate workmanship. There is an ascent of one step from the body of the church into the chancel, and the altar is reached by three more steps. On the elevated part, are inserted, in the wall on the south side, the *sedilia* and *piscina*, of carved stone of most chaste and elegant workmanship. The details of the former are principally chosen from the Percy shrine, in Beverley Minster. The piers of the nave, dividing it into five bays or compartments, are plain, but exceedingly light. Above them is a clerestory, with five triple windows. The roof is of plaster carved—and consists of five compartments. The whole of the internal carving is not finished. The stone blocks are left, which will allow the church to receive the subsequent enrichment. The same may be said of the exterior, which presents at present rather a naked appearance, from the absence of pinnacles, and the long corbel tables left in plain blocks. On the gables of the chancel and transepts, are three beautiful floriated crosses; and the western end is surmounted by a bell gable, with elaborate details, which has been finished as a specimen of what the whole of this kind of work throughout the church will be when the design is completed. The object of the founder, it is understood, was, as far as the limited means allowed, to do well what was able to be done, leaving the work purposely unfinished, to be completed either by himself, if God should give him the means, or perhaps by another generation. The doors are of massive oak. The pulpit is of the same material, and the prayers and lessons are read from a lectern, bearing upon it the emblems of the Four Evangelists. The seats are of deal, stained and varnished, and are all in the form of moveable open benches. They are secured in their places by large pieces of cork let into the feet of the bench, which by friction prevents any pushing of the bench from its position without the application of considerable force. It is intended that all the windows shall be filled with stained glass of the richest description. At present the whole is not executed. The east window is a representation of our Lord's Ascension. In the centre is a figure of our Lord, surrounded with a halo of glory, and raising his hand in the act of blessing the Apostles, who are represented in the lower part of the window, gazing with earnest attention on the figure of their Master, about to vanish from their sight. On each side of our Lord, in the side lights, are seen the figures of attendant angels in attitudes of adoration. Of a different conception, is the western window. The subject of this is the Crucifixion. At the foot of the cross, clasping it in her hands, is the figure of Magdalene. On either side are seen the three Marys, St. Joseph of Arimathea,

and the Centurion; and on either side of our Lord are the figures of Angels, hiding the face at the sight. The south transept window is at present incomplete: it contains in the centre the figure of our Lord, as the King of Martyrs, bearing his Cross, and surrounded by the figures of those saints who have borne testimony to the doctrine of the Cross by sealing it with their blood. The north transept window is also incomplete; it is intended to represent the various scenes in the history of the Passion. Mr. Derick, of Oxford, is the architect. The painted glass was executed by Mr. O'Connor, late of Bristol, now of London; and the screen is the work of Mr. Vincent, of London.

CHARLEY WOOD CHURCH, HERTS.

THE consecration of this new district church took place on Thursday, the 13th inst., by the Lord Bishop of London, and was witnessed by a large number of the local clergy and gentry, by whose kindness and the special munificence of one or two, this great benefit has been conferred upon the district.

The church is a small structure, built in the style of the thirteenth century, to accommodate 300 persons. It consists of a nave and chancel, the former of which is completely filled with open benches; the effect of the latter, although devoid of ornament, is artistic. Over the communion table is a three-light window, the head formed with three circles filled in with painted glass; on scrolls are the following texts:—In the beginning was the Word; and the Word was with God; and the Word was God. The lower portion has a border of vine leaves round each light. The tower is at the west end of the nave, through which is an entrance to the church; over this is a small gallery. There is another entrance with a plain porch on the south side of the nave; on the opposite side is the vestry room. The pulpit, reading desk, and communion rail are of good workmanship, in foreign cedar, the wood having been presented to the building by a gentleman residing in India. The font is of good design, in keeping with the building.

The church is constructed of faced flint, with stone dressings. The windows, with the exception of those looking east and west, are of two lights, lancet headed. The tower is finished with a pyramidal roof, covered with slate, as are the other roofs of the building.

OPPOSITION TO RAILWAY SURVEYING.

WE learn from a gentleman who has lately been surveying in Lincolnshire, that so determined is Lord Harborough to prevent surveying on his estates, and if possible even in his neighbourhood, that two of his tenants, acting either in accordance with instructions, or from a knowledge that their misdeeds would be favourably viewed, last Saturday completely destroyed the theodolite and level of an assistant surveyor, who at the time was neither making use of his instruments nor trespassing. The Duke of Buckingham also forbids and stops by main force all surveys on his estates near Huddesden. Mr. Ashton Smith, of fox-hunting celebrity, at South Tedworth, opposes in like manner the surveyors of the Manchester and Southampton line. He threatened to summon the Andover yeomanry to protect his covers.

Towards the close of last week a serious disturbance took place at Bicester, which led to the shedding of blood and the reading of the Riot Act. A party of surveyors, engaged on the Blechley and Oxford line, were, with their assistants, forbidden by a farmer named Dodwell from surveying across his land; notwithstanding the opposition the surveyors continued their labours. Dodwell and his men endeavoured to prevent them by force, hence the disturbance. This affair will most probably lead to indictments on both sides.

A report is gaining currency that ministers propose introducing a short Bill early in the next session, to legalize the entry of lands at certain times and on certain conditions, for the purposes of railway surveying. This power is already possessed by the ordnance department engaged on the trigonometrical survey.